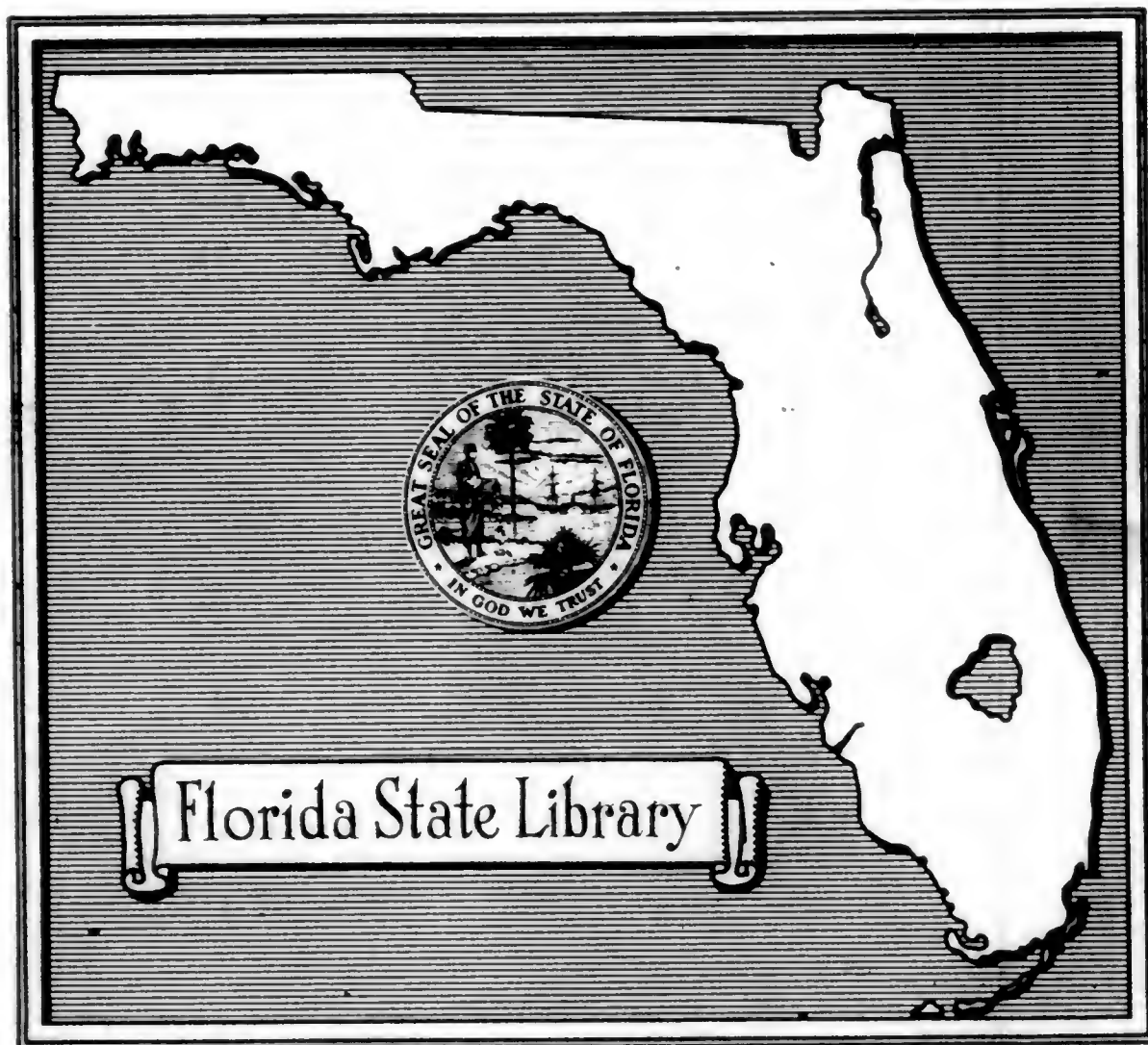
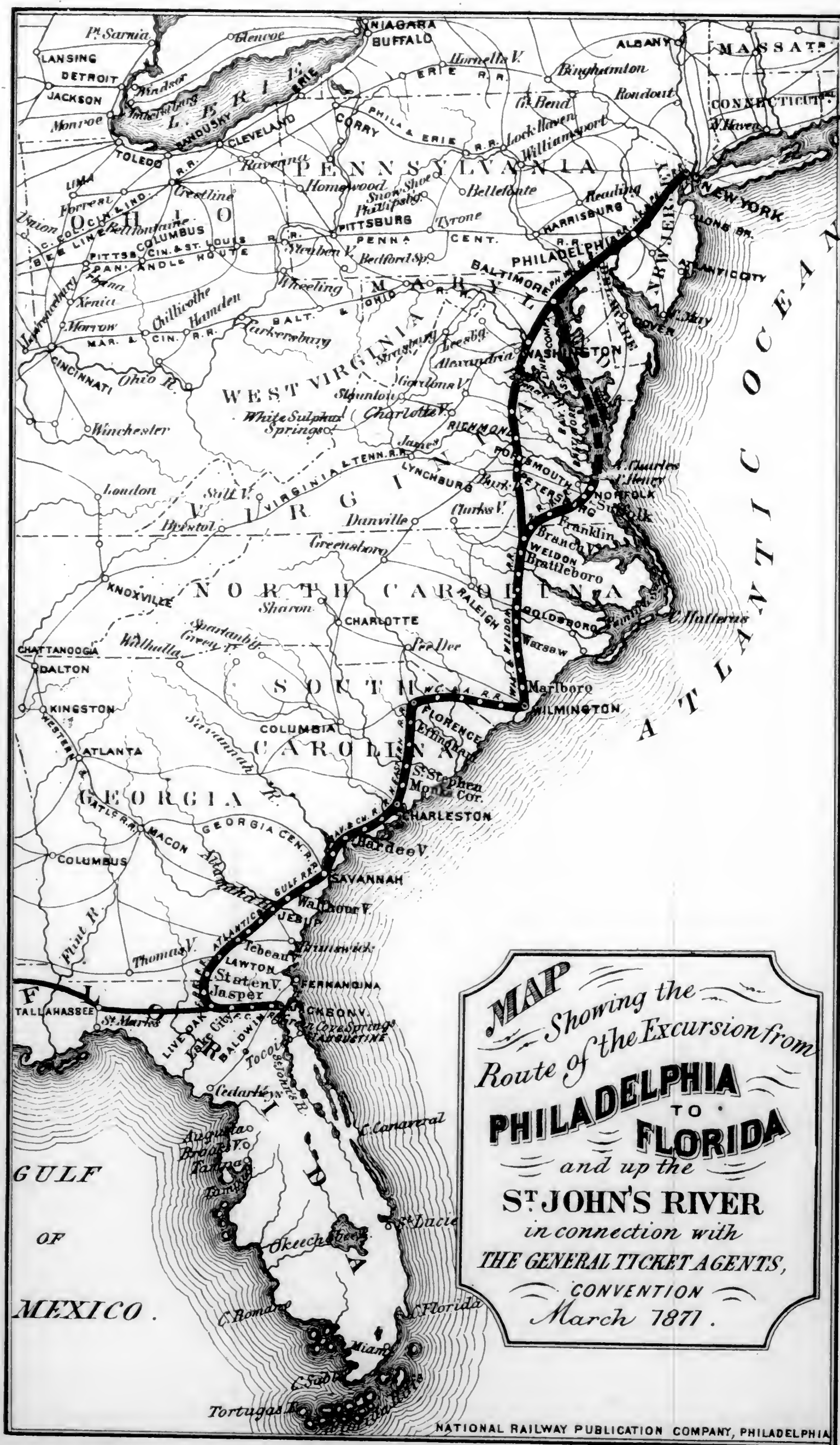


PHILADELPHIA
TO
FLORIDA
AND UP THE
GULF RIVER
1871





A MEMENTO
OF THE
General Ticket Agents' Excursion

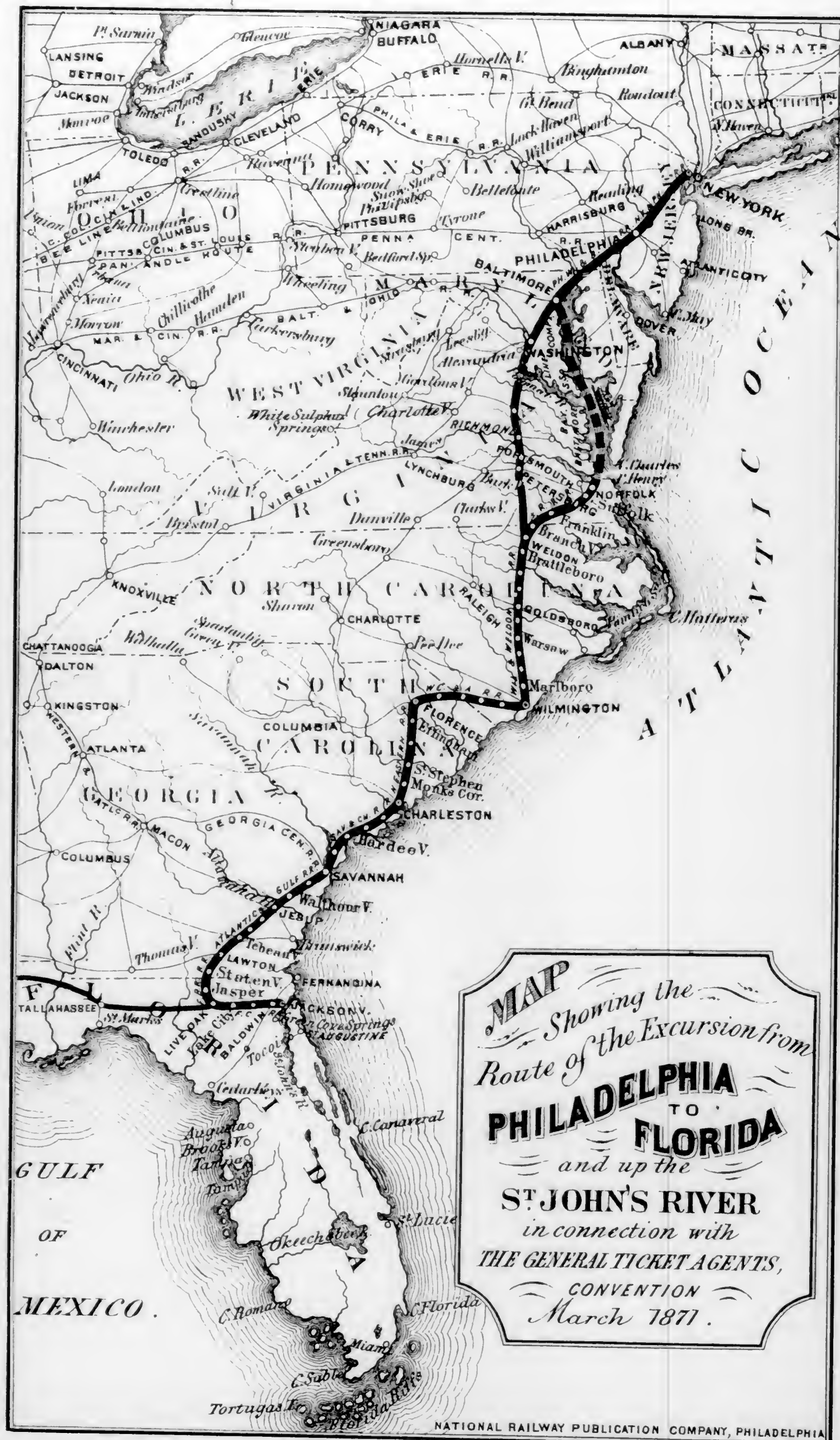
FROM
PHILADELPHIA TO FLORIDA,

AND UP
THE ST. JOHN'S RIVER.

1871.

PHILADELPHIA:
THE LEISENRING STEAM PRINTING HOUSE,
Nos. 237 and 239 Dock Street.

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TO THE
PRESIDENTS AND OTHER EXECUTIVE OFFICERS
OF THE
GREAT ATLANTIC COAST LINE AND CONNECTIONS;
ALSO, TO THE
PRESIDENTS AND EXECUTIVE OFFICERS
OF THE
ATLANTIC AND GULF
AND
JACKSONVILLE, PENSACOLA AND MOBILE RAILROADS,
AS WELL AS TO THE
NUMEROUS EXCURSIONISTS WHO PARTICIPATED IN
THE TRIP BY THIS ROUTE
TO THE
GENERAL TICKET AGENTS' ANNUAL CONVENTION,
AT SAVANNAH, GA.,
AND SUBSEQUENTLY TO JACKSONVILLE, FLA.,
AND UP THE ST. JOHN'S RIVER,
THIS BRIEF SOUVENIR OF A WEEK'S EXPERIENCE IN THE SOUTH
Is respectfully dedicated
BY THE
NATIONAL RAILWAY PUBLICATION COMPANY.

Smith Bk Co. 9/25/44 4.00

12129

Introduction.

THIS pamphlet has been prepared at the request of many who participated in the excursion to Savannah and Jacksonville, Florida, on the occasion of the meeting of the General Ticket Agents' Association at the former place. It has been impracticable, with the pressure of other arduous and important duties, to devote to its compilation such careful attention as the subject merited; but it is hoped that the general outline, as herein given, will perpetuate the recollection of pleasurable incidents, and indicate the appreciation of courtesies extended by the various railroad and steamboat lines between New York and Savannah via Charleston.

PHILADELPHIA TO FLORIDA,

AND UP

THE ST. JOHN'S RIVER.

The fall meeting of the General Ticket Agents' Association in 1870 was made memorable by the introductory California excursion; and all who participated in that delightful trip will carry with them through life undying memories of the courtesies and hospitalities which were tendered to them along the entire route from Chicago to San Francisco; and it is no wonder, therefore, that, with the recollection of these pleasures fresh upon the mind, the general ticket agents accepted the hospitalities of the city of Savannah, tendered to them through Mr. C. D. Owens, General Agent of the Atlantic and Gulf Railroad, —voting unanimously that the spring meeting of 1871 should be held at the "*Forest City*." There is no doubt that many were influenced in this decision by the desire to visit scenes indelibly associated with the history of this

country, and to exchange the bleak and inhospitable March winds of the Northern and Eastern States for the balmy atmosphere of the sunny South; but we believe that many more were biased by a wish to cement more firmly than ever heretofore the fraternal bond which should exist among all who are interested in railroad development, and to demonstrate, by attendance at a convention in the South, that they knew "no North, no South, no East, and no West." Nor were the general ticket agents of southern railroads recreant to their pristine ideas of generous hospitality; and, at a meeting held at Atlanta in January, it was agreed that the representatives of the various lines south of the Ohio and Potomac rivers should attend in full force, and that every effort should be made to render the excursions projected from St. Louis, Louisville and Baltimore alike interesting and instructive. We will leave to others the description of the excursion from Louisville, via Nashville, Chattanooga, Atlanta and Macon, to Savannah; premising that all the incidents of that pleasurable trip have been ably chronicled by Mr. Datus C. Brooks, the editor of the *Chicago Railway Review*. Our task is the pleasant one of recording the interesting incidents, and giving, in a concise manner, the general outline of a week or ten days' excursion by the Atlantic Coast Line.

On the 13th of March, the circular on following page was issued by the representatives of the various lines between New York and Washington.

New York and Washington Air Line.

March 13th, 1871.

Mr. R. R.

DEAR SIR:

The courtesies of the line are hereby extended to delegates to the Annual Convention of General Passenger and Ticket Agents, to be held in Savannah, Ga., Wednesday, March 29th, 1871.

Passes will be furnished for yourself and lady, between New York and Baltimore, or Washington, upon application to either of the undersigned.

Special cars will be attached to the 8.30 A. M. train from New York, and the 11.45 A. M. train from Philadelphia, on Saturday, 25th March, for Baltimore and Washington.

Yours, Truly,

L. M. COLE,
General Ticket Agent
Baltimore & Ohio R. R.

GEO. A. DADMUN,
General Ticket Agent
Phila., W. & Balt. R. R.

J. W. GORE,
General Ticket Agent
Camden & Amboy R. R.

F. W. RANKIN,
Sec. and Gen'l Pass. Agent
New Jersey Railroad

Cotemporaneously with the foregoing circular, an invitation was sent by the officers of the Atlantic Coast Line, as follows:—

Atlantic Coast Line.

March 13th, 1871.

Mr.

DEAR SIR:

The courtesies of the Baltimore Steam Packet Company and the Coast Line Railroads are hereby extended to delegates to the Annual Convention of General Passenger and Ticket Agents, to be held at Savannah, Ga., Wednesday, March 29th, 1871.

On presentation of this circular, yourself and lady will be passed free from Baltimore to Savannah and return.

Arrangements have been made for a special train from Portsmouth to Charleston, leaving Sunday morning, 26th inst.

The following schedule will be run:—

Leave Baltimore 4 P. M. Saturday, 25th.

" Portsmouth 9 A. M. Sunday, 26th.

" Weldon 12 Noon, " "

" Wilmington 9 P. M. " "

Arrive Charleston 9 A. M. Monday, 27th.

Leave Charleston same day, if desired, or 8.30 A. M. Tuesday, 28th.

Yours, Truly,

EMMET BROWN,

General Ticket Agent
Bay Line & S. & R. R. R.

A. POPE,

Gen'l Freight and Ticket Agent
W. & W. & W. C. & A. R. Rds.

W. J. WALKER,

General Passenger Agent
W. & W. & W. C. & A. R. Rds.

Please send notice of your acceptance, by telegram or letter, to W. J. Walker, General Passenger Agent, &c., P. O. Box 582, Washington, D. C.

A goodly party assembled at the Philadelphia, Wilmington and Baltimore depot March 25th, in response to the above circulars. The sun shone bright and clear, smiles lit up every face, and nature was dressed in her most inviting aspect, as if to inaugurate, with pleasant reminiscences, this trip to the sunny South. We were welcomed at the depot by Mr. George A. Dadmun, general ticket agent of the line between Philadelphia and Baltimore, and escorted to the special car provided for the excursionists, where were congregated the following general ticket agents, their friends and ladies:—

J. WARREN GORE, General Ticket Agent Camden and Amboy Railroad.

MRS. J. W. GORE.

J. TRAVIS QUIGG, representing American Press Association.

MRS. SHEPHERD.

E. B. BYINGTON, General Ticket Agent St. Louis and New Orleans Packet Line.

MISS BYINGTON.

HENRY W. GWINNER, General Passenger and Ticket Agent Pennsylvania Railroad.

MRS. HENRY W. GWINNER.

ELLIS CLARK, General Agent North Pennsylvania Railroad.

MRS. ELLIS CLARK.

GEORGE A. DADMUN, General Ticket Agent Philadelphia, Wilmington and Baltimore Railroad.

MRS. GEORGE A. DADMUN.

FRANCE CHANDLER, General Ticket Agent St. Louis, Vandalia, Terre Haute and Indianapolis Railroad.

MISS CHANDLER.

JOSEPH W. ALLEN, General Ticket Agent West Jersey Railroads.

J. BELL AUSTIN.

CLINTON G. HANCOCK, General Ticket Agent Philadelphia and Reading Railroad.

MISS HANCOCK and MISS GILLINGHAM.

JOHN S. DAVIS, Philadelphia.

H. T. FRARY, General Ticket Agent Rome, Watertown and Ogdensburg Railroad.

L. C. DARTE, General Ticket Agent Lackawanna and Bloomsburg Railroad.

STEPHEN GREENE, General Manager Leisenring Printing House, Philadelphia.

DR. BUSHROD W. JAMES, Philadelphia.

MAJ. A. ELLISON, Jr., formerly Chief Engineer of Don Pedro Railway, in Brazil.

EDWARD VERNON, General Editor *Travelers' Official Railway Guide*.

At Gray's Ferry, the train connected with the through express from New York to Washington, on which, in the special car from New York, were—

F. W. RANKIN, Secretary and General Passenger Agent New Jersey Railroad.

MRS. F. W. RANKIN.

HON. ERASTUS BROOKS, Editor New York *Express*.

MISS BROOKS.

GEO. H. STOUT, representing New York Associated Press.

E. PHILLIPS, General Agent Providence and New York Steamship Company.

MRS. E. PHILLIPS.

GEORGE S. WRIGHT, General Ticket Agent Worcester and Nashua Railroad.

COL. J. B. YATES, General Agent Great Southern Mail Route.

G. M. HUNTINGTON, Eastern Agent Cincinnati and Indianapolis Junction Railroad.

E. ST. JOHN, General Ticket Agent Chicago, Rock Island and Pacific Railroad.

C. D. WHITCOMB, General Ticket Agent Michigan Central Railroad.

FRED. WILD, General Passenger Agent Western Union Railroad.

MISS WILD.

A. F. MERRILL, representing Milwaukee and St. Paul Railway.

W. B. MCCHAN, representing Erie Railway.

Little need be said about the road from Philadelphia to Baltimore, because its equipment and management have an enviable reputation for their general character and efficiency, and the scenery is well known to most travelers; but it may be remarked that few if any railroads can boast of such an attentive and respectable set of employees,—and every one was struck with the manly and courteous bearing of all the train-hands, as well as with the punctuality with which the train of fifteen cars, starting late from Gray's Ferry, arrived at the Baltimore depot. Omnibuses were in waiting to convey the party from the railroad depot to the steamboat wharf; and in a few minutes all were safely embarked on the Geo. Leary, the staunchest boat of the well-known "Bay Line" of steamers. At this point the excursionists were joined by—

F. R. MYERS, General Ticket Agent Pittsburg, Ft. Wayne and Chicago Railroad.

MRS. F. R. MYERS and daughter.

SAMUEL POWELL, General Ticket Agent Chicago, Burlington and Quincy Railroad.

MRS. SAMUEL POWELL.

CAPT. SAMUEL G. GRASTY, General Northern Agent Richmond, Danville and Piedmont Railroad.

MRS. GRASTY.

EDWIN FITZGERALD, General Agent Virginia and Tennessee Air Line.

EMMET BROWN, General Ticket Agent Bay Line Steamers.

MAJ. W. J. WALKER, General Agent Wilmington and Weldon, and Wilmington, Columbia and Augusta Railroads.

The party was welcomed by Major W. J. Walker, in his accustomed "*happy and eloquent style*," and, after a brief delay, incident to the shipment of baggage and dis-

tribution of state-rooms, the steamer cast loose from her moorings at the wharf and steamed slowly down the harbor of Baltimore,—affording to the crowds who congregated on her decks ample opportunities for obtaining panoramic views of the “Monumental City,” and gazing, at their leisure, on places rich in historic associations. On one side rose Federal Hill, with its line of earthworks: there was Fort McHenry, one of the best-appointed military posts in the United States; while in the far-off distance loomed up Fort Carroll, an imposing granite structure, but now rendered useless by the experience that no stone fort can withstand ordnance of the present heavy calibre, and projectiles of such destructive weight as are now used. Nor must Locust Point be omitted in this notice, on which excellent wharves, and piers of an extended character, have been erected, and where the party saw one of the Bremen line of transatlantic steamers (running in connection with the Baltimore and Ohio Railroad) receiving produce and other freight for the eastern hemisphere. No unprejudiced person can question the admirable location of Baltimore, both for foreign and internal trade; and its spacious and secure harbor, conjointly with superior railroad facilities, must eventually render it a great commercial centre for the Atlantic States. As the steamer proceeded down Chesapeake Bay, Messrs. Grasty and Fitzgerald devoted themselves assiduously to explaining to the ladies of the party the various objects of interest which came in view; while Messrs. Walker and Brown engrossed, and distributed among the various

members of the excursion, the general pass and schedule of special train, of which a copy is herewith given:—

General Ticket Agents' Convention.

1871.

Pass
*Gen'l Ticket Agent..... R. R., over
 the Great Atlantic Coast Line and connections, to and
 from Savannah, Ga., attending General Ticket Agents'
 Convention March 29th, 1871.*
Also his family.

JOHN M. ROBINSON,
Pres't Balt. S. P. Co. & S. & R. R. Co.

R. R. BRIDGERS,
Pres't W. & W., W. C. & A. Railroads.

A. F. RAVENEL,
Pres't N. E. R. R. Co.

ALEX. ISAACS,
Pres't S. & C. R. R. Co.

C. F. COLLIER,
Pres't P. & W. R. R. Co.

THOMAS H. WYNNE,
Pres't R. & P. R. R. Co.

E. T. D. MYERS,
Gen'l Sup't R. F. & P. R. R. Co.

*The undersigned, in behalf of the railways and
 steamboat companies comprising the Great Atlantic Coast
 Line to the South, take pleasure in tendering herewith
 an invitation to you to proceed South to the General
 Ticket Agents' Convention at Savannah March 29th,
 via the special trains provided for that purpose, schedule
 of which is attached.*

A. POPE,
*General Ticket Agent
 W. & W. and W. C. & A. R. Rds.*

W. J. WALKER,
Gen'l Agent Great Atlantic Coast Line.

SCHEDULE.

Leave Baltimore March 25th, 4 P. M.
 " Portsmouth " 26th, 8 A. M.
 " Wilmington " " 9 P. M.
 " Charleston " 27th, 8 A. M.
 Arrive Savannah " " 3 P. M.

Through cars will run from Portsmouth to Charleston.
 Sleeping cars from Wilmington to Charleston. Returning
 via Portsmouth or Richmond, as the parties may elect.

Leave Savannah 11.15 A. M.
 " Charleston 6.30 P. M.
 " Wilmington 6.00 A. M.
 " Weldon 3.30 P. M.
 " Richmond 8.15 P. M.
 Arrive at Baltimore 8.00 A. M.

Sleeping cars from Charleston to Wilmington.
 Through cars from Wilmington to Aquia Creek.

But night casts its sombre mantle over the now uninteresting waste of waters, and, after partaking of an elegant supper,—provided free of charge by the officers of the Bay Line Steamers,—the party separated into groups—some to talk over convention business; others—and among them many ladies—to listen to the masterly touch of Mr. Quigg, as he discoursed on a Knabe piano some of Offenbach's richest *morceaux*; while others rendezvoused in "social hall," and made night pleasant with their witticisms, jokes, and racy experiences of railroad life in various sections of this country and under other climes.

Fortress Monroe and Hampton Roads—memorable in the naval records of this country—were passed before daylight, and the party, on awaking, found the steamer safely moored to the pier at Portsmouth, Virginia, where, after enjoying a sumptuous breakfast, they were called

upon to bid adieu to the officers of the Bay Line, who had rendered the trip from Baltimore so harmonious and agreeable, and who had been unwearied in their efforts to demonstrate, by practical courtesy, the advantages of this route for travel between the North and South. Too much praise cannot be awarded to Messrs. Emmet Brown, Edwin Fitzgerald and Captain Whittle, for the excellent arrangements made for the comfort of their invited guests; and the recollection of this trip on Chesapeake Bay, from Baltimore to Portsmouth, will be cherished by all as one of the bright spots in the page of life.

PORTSMOUTH,

the eastern terminus of the Seaboard and Roanoke Railroad, was seen under somewhat unfavorable auspices, as a drenching rain had set in, and it was impossible to explore this important naval depot of the United States; but the damp weather had no corresponding effect upon the spirits of Mr. James W. Brown, cashier and general ticket agent of the railroad, who took the party in charge at this point, and by whose dry humor and excellent commissariat arrangements all hypochondriacal feelings were speedily dissipated. Skirting the outside edge of the "Dismal Swamp," which extends from north to south about thirty miles, and is about ten or twelve miles broad, the Seaboard and Roanoke Railroad passes Suffolk, capital of Nansemond county, Virginia; Franklin, a small town situated on the Blackwater river; Newsom's, Boykin's, Branchville, and other small stations, terminating at Wel-

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don, a thriving village, and a terminus of four prominent southern railroads, viz, the Seaboard and Roanoke, Wilmington and Weldon, Raleigh and Gaston, and Petersburg and Weldon Railroads. The excursionists were agreeably surprised with the condition of road between Portsmouth and Weldon. On the eastern end, several miles of steel rails have been laid; and, although in many places the track is not surfaced up, still the road is so well tied, the iron and joints are so good, and the line is so perfect, that a speed can be attained, with perfect safety, of thirty-five or forty miles per hour. One regular mail passenger train is run each way daily, except Sunday, between Portsmouth and Weldon; but passenger cars are attached to freight trains, and ample conveniences are thus furnished for local travel. As there is only *one first-class* passenger train, there is only *one first-class* passenger conductor on this road; and we may safely assert, that the genial, happy countenance of Mr. W. F. Drummond, the conductor, is indelibly photographed on the minds of all who partook of the hospitalities which he assisted in dispensing during the intervals of his train duties.

WILMINGTON AND WELDON RAILROAD.

At Weldon, where the special train arrived about noon on March 26th, the excursion party was joined by—

A. POPE, General Freight and Ticket Agent Wilmington and Weldon, and Wilmington, Columbia and Augusta Railroads;

THOMAS BADGER, Secretary and General Ticket Agent Raleigh and Gaston Railroad;

R. B. DUNN, General Ticket Agent Petersburg and Weldon Railroad;

and, after a brief delay, incident to change of cars, started on the road towards Wilmington and Florence, which is destined, under its present able management, to become the most important link in the coast line between New York, Charleston, Savannah, and other prominent southern cities. Here, Major W. J. Walker was on his own peculiar ground, and right royally did he perform the somewhat arduous duties of host and guide. In these duties, however, he was ably seconded by Captain Sam G. Grasty, who, "*whether he was right or whether he was wrong*," was always on hand, full of mirth or ready sarcasm, and competent to quote at any moment either from the love-inspired ballads of Moore or Byron, or from the ponderous and antiquated apothegms of *Confucius*. The train halted at Goldsboro, for dinner, about 4 P. M. This village or town is situated on the Neuse river, and is the eastern terminus of the North Carolina Railroad. It is reputed to be one of the most flourishing places in North Carolina, and there were abundant signs of thrift and progress. The country between Goldsboro and Wilmington is somewhat monotonous; and the season was not sufficiently far advanced in the section through which the train passed to produce any material change in the general aspect of vegetation, from what is observable at a similar period in more northern States; but large groves of pine skirted the road on either side; and the notches on trees, as well as the turpentine distilleries, indicated very clearly what was the staple article of commerce; and from the new settlements which were visible at various points along the road, it was evident that material progress was

following closely in the wake of railroad improvements, and that this State was recovering rapidly from the prostration incident to the late war. It may be remarked here, that the line between Wilmington and Weldon compares very favorably, in general condition and superstructure, with western roads which are constructed through a sparsely-settled country. A large amount of new iron (fish-joint pattern) has already been laid in the track; the drainage is good; and, although there is a lack of the usual ballast which is found on northern railroads, still the sandy nature of the soil, which is used in surfacing up the track, precludes the possibility of water settling in the road-bed, and there are consequently but few low joints, and the train motion is uniformly pleasant and even. The special train arrived at Wilmington 8.30 P. M., and, as there were not enough sleeping cars to accommodate the party, it was deemed advisable to dispense with them altogether, and to substitute some of Harlan & Hollingsworth's elegant day cars, on the well-cushioned seats of which all might anticipate a comfortable night's rest. Three of these new cars, fully equal in their general style and finish to any which may be found on more prosperous roads, were attached to the train at Wilmington, and ample accommodation was provided for all the party. Wilmington is, perhaps, the most prosperous city in North Carolina; and it is to be regretted that night prevented the party from seeing some of the natural advantages of its location, and the features of the surrounding neighborhood, as well as the approaches to the city over Cape Fear river and the adjoining low ground. It

may be noted, however, that the iron bridges (constructed on the Bollman pattern) are firm and substantial structures; and that rapid progress is being made towards filling up the heavy trestle-work which is a prominent feature of the last three miles on the northern end of the

WILMINGTON, COLUMBIA AND AUGUSTA RAILROAD.

This road extends from Wilmington to Kingsville, S. C., a distance of 171 miles; and, although operated by a different general superintendent to that of the line between Weldon and Wilmington, is an integral part of the railroad system which, under the able presidency of the Honorable R. R. Bridgers, is destined to become, financially and materially, more prosperous than any other in that section of country. Arrangements had been made for supper at Flemington, a station thirty-four miles from Wilmington; and, upon the arrival of the train, the party was prepared to do ample justice to the entertainment, in which, perhaps, not the least interesting episode was the arrival of the San Domingo Commissioners on the northward-bound train from Charleston. All were glad of the opportunity to see the ex-senator from Ohio, (Hon. Ben. Wade,) the "old war-horse" of the Republican party, whose name is so closely linked with many thrilling incidents in the nation's history; and it was evident, from his erect bearing and clear eye, that years sat lightly upon him, and that he still retained the intellectual vigor which has left an indelible impress on the policy of the past decade. It may be remarked, that, if the females connected with this eating-house at Flemington are samples of what are indigenous to North

Carolina, they are true descendants of Anak, and their appearance recalled the patriarchal days when—to use a scriptural expression—there were giants in the earth. The ladies of our party dwarfed into insignificance by the side of these North Carolina representatives. The rain storm which commenced at Portsmouth continued during the whole night of the 26th, but the clouds broke early on the morning of the 27th, and a bright sunshine welcomed the party as they approached the environs of

CHARLESTON,

famed throughout the world, in its pristine days of affluence and commercial prosperity, as the centre of elegance and refinement in the Southern States. The excursionists were assigned to the Charleston Hotel and the Mills House, and found at both hotels ample accommodations and an abundant commissariat. After a short time devoted to the refreshment of the inner man, and to the necessary duties of the *toilette*, the whole party of excursionists, together with other invited guests, assembled at Union wharf, in response to the following circular:—

CHARLESTON, March, 1871.

The Savannah and Charleston Railroad Company's transfer steamer Fannie will leave Union Wharf on Monday, 27th inst., at 10.30 A. M., for an Excursion to Fort Sumter, Morris Island, Sullivan's Island, and such other points of interest in the harbor as time will permit.

All delegates to the Savannah Convention who may be in the city on that day are invited to be on board at the above hour with their ladies.

S. B. PICKENS,

Gen'l Ticket Ag't So. Ca. R. R.

S. C. BOYLSTON,

Gen'l Ticket Ag't S. & C. R. R.

P. L. CLEAPOR,

Gen'l Ticket Ag't N. E. R. R.

Pending the arrival of the excursion steamer, the various members of the party separated into groups,—some to roam over one of the New York and Charleston steamers, which was then unloading her cargo; some to examine the palmetto logs, of which the piers at Charleston are mostly built; and others, as they gazed down the beautiful harbor, and on the forts which protected its approach, to discourse upon the past, the present and the future,—the miseries of war, and the pall which it had cast upon a scene which was erst so bright and fair. No more auspicious season could have been selected for the excursion; and the bright spring day, with its clear sunshine, its balmy atmosphere and refreshing breeze, quickened the spirits, and gave a healthy glow to the countenances of those who feasted on the glorious scene, as the "Fannie" cast loose from her moorings and steamed down towards Fort Sumter. Passing Fort Pinckney, situated on an island two miles below the city, where there is a small garrison of United States troops, the course lay directly down the harbor, and opened up Morris Island, situated about one mile south south-east of Fort Sumter, memorable as the station selected by General Gilmore for bombarding the city of Charleston and reducing Fort Sumter. The breeze freshened as the steamer neared Fort Sumter, and, in deference to the feelings of the ladies, a course was selected past the north-eastern face of the fort, and no view was obtained of the south-western front, which had been most exposed to the bombardment; but the party was enabled, by steering in this direction, to see more of Fort Moultrie and Sullivan's Island, on which many summer residences have

been erected, and which is destined to become a favorite resort for the inhabitants of Charleston during the heated term. We cannot attempt to portray, in this brief sketch, the feelings which sprung up in the minds of some, as they glanced on this now dismantled and dilapidated fortress, from which had sounded—to speak figuratively—the tocsin of war, and on which, like a funeral pyre, had been immolated some of the brightest and noblest hopes of our common country. Standing alone in this fair inland sea, with the waves dashing at its base, and uttering a plaintive requiem over the bitter past, Fort Sumter appeared a standing monument of hasty pride and ill-advised ambition. But let the dead past bury its dead; and while we mourn over the causes which cast gloom and distress over many if not all families north and south, let us respect the noble and unselfish devotion to the principles in which they had been educated, evidenced by the inhabitants of Charleston and the chivalry of South Carolina. Let us be actuated by that practical charity which believeth all things and hopeth all things, and let us hope that the bright sun of prosperity will clear away the mist of uncertainty and mistrust which, from all appearances, now envelops the future of the Palmetto State. A truce, however, to moralizing. This is a pleasure trip; and, as we mingle with the party, partaking of the elegant collation provided on the steamer "Fannie" by the officers of the Charleston railroads,—as we listen to the vivacious repartee, and the unceasing flow of mirth and generous wit, we realize to its fullest extent the poet's thoughts,—

"No distance breaks the ties of blood;
 Brothers are brothers evermore;
 Nor wrong, nor wrath of deadliest mood
 That magic may o'erpower.
 Oft, ere the common source be known,
 The kindred drops will claim their own,
 And throbbing pulses silently
 Move heart towards heart by sympathy."

On the return to Charleston, after the ladies had retired from the lunch-room, addresses were made by Major Walker and others, in their "*usual happy and eloquent style*;" and, upon the arrival of the steamer at Union wharf, the excursionists separated to the different hotels, carrying with them unalloyed reminiscences of the hospitalities courteously extended to them by Messrs. P. L. Cleapor, S. B. Pickens, C. R. Gadsden and S. C. Boylston, as representatives of the South Carolina railroads. The remainder of the day was spent in "doing" Charleston; and in visiting the *Battery*, the *Cemetery*, the *Arsenal*, and other objects of historic interest, all found ample enjoyment, and were well repaid for their day's sojourn at this point. It may be appropriately noted here, that Charleston contains a population of between forty and fifty thousand inhabitants; is well laid out, with broad streets bordered with magnificent shade trees; and, although many valuable blocks destroyed by the fire of 1864 have not yet been rebuilt, still there are numerous indications, in the elegant private residences scattered throughout the city, of what it was during its noontide of prosperity and luxurious refinement. Many of these residences are of brick, built in a style of superior elegance; others are of wood, neatly painted, and evidently embowered, during the spring and summer, in a mazy

labyrinth of creepers and flowers; while all having any pretensions to respectability are furnished with piazzas extending to the roof, and emblematical of cool comfort during the protracted heat of summer. Free tickets were extended by the manager (Mr. Henderson) to the performance of Miss Lydia Thompson's celebrated burlesque opera troupe, at the Academy; and the evening of March 27th was spent by many in listening to the melange of humor, badinage and ready wit, in which the admirers of Miss Thompson's style of acting take such genuine and unalloyed pleasure. The morning of March 28th broke bright and clear, and the excursionists, having been joined by—

L. M. COLE, General Ticket Agent Baltimore and Ohio Railroad,
MRS. L. M. COLE,

assembled in full force at the wharf of the Savannah and Charleston Railroad, ready to be transferred across the Ashley river to the depot from which the train started. This transfer is necessitated by the destruction of the bridge which formerly spanned the river at this point, but a new structure is contemplated; and when the Ashley is again spanned, uninterrupted communication between Savannah and the northern cities, via Charleston, will be re-established.

THE SAVANNAH AND CHARLESTON RAILROAD

was more disastrously affected by General Sherman's march than any other in that section of the country; and the rails which laid at the side of the track in various places, bent and distorted in every conceivable shape, bore unmistakable evidence of the thorough manner in which the *bummers* (as they were proud to call themselves) had perfected their

work of destruction. The road runs through a richer portion of the State than the North-eastern Railroad, and between Charleston and Jacksonboro several plantations were seen in a high state of cultivation; but between that point and the Coosawatchie, large districts, which had been apparently farmed before the war, were entirely desolate, and the wild flowers growing near the negro quarters, and the land cleared of timber, were the only evidence that the hand of man had invaded the pristine solitude of the virgin forest. There is a fine growth of timber along the line of the Savannah and Charleston Railroad, which must eventually prove a fertile source of revenue to the company for transportation; but few efforts are being made to utilize this valuable article of commerce, and the horizon of the State must be more serene before that northern capitalists can be induced to embark their money in any mercantile enterprise. Many low lands, covered with water, are contiguous to the railroad,—and they are apparently infested with alligators, some of which as the train passed were seen basking on logs in the noonday sun, or dragging their uncouth and ungainly forms through the sedges which skirted the swamp. The excursionists were afforded ample opportunity for inspecting the various objects of interest along the line, as, in consequence of hot journals under the tender, delays were frequent; but those who were botanically inclined, reveled in the profusion of wild flowers which met them at every stopping place, and others obtained a clearer insight into the habits of the colored South Carolinians than they could have done if the train had been run on its regular schedule. The baggage car—which was also

the commissariat department—attracted the convivial spirits of the party; and many will remember with life-long pleasure the anecdotes, songs, and witticisms which robbed an otherwise protracted journey of all its *ennui* and annoyances. It is almost needless to say, that Messrs. W. J. Walker, S. G. Grasty, James W. Brown, S. C. Boylston and P. L. Cleapor maintained during this portion of the trip the reputation which they had acquired for true gallantry and hospitality, and that they succeeded happily in anticipating the wants of all, and in making them comfortable and contented. Special credit is due to Mr. S. C. Boylston, general ticket agent of the road, for his admirable forethought and systematic arrangements, as well as for the information relative to all points of interest which he volunteered to his numerous guests. The approaches to the Savannah river on both sides lie through very low land, covered with a dense growth of cane-brake; and the track is laid for nearly four miles on trestle-work, the maintenance of which in good condition must form a prominent item in the operating expenses of this road. We noted, however, that the timbers were good, the bents new and strong, and that due precautions had been taken by mowing down the brake on either side to avert any injury by fire. Eventually, perhaps, a stone or iron viaduct will supersede the wooden structure now in use, and trains will be enabled to make much faster running time over this portion of the road. Having arrived safely at the depot in Savannah, where there are far more signs of commercial activity than at Charleston, the excursionists were assigned to omnibuses, and driven to the Screven House, where it was presumed that ample accom-

modations could be furnished for the whole party. In this opinion, however, it was found that we had "*reckoned without our host*," and many were compelled to accept none the less hospitable quarters at the Pulaski House, situated on the opposite side of Johnson Square, and where the accomplished proprietor, Mr. W. H. Wiltberger, made every effort to accommodate the unusual influx of guests.

SAVANNAH,

the most flourishing city in the State of Georgia, capital of Chatham county, and situated on the right bank of Savannah river, eighteen miles from its mouth, was seen under somewhat unfavorable auspices, as rain commenced falling early on the morning of the 29th, and continued almost without intermission until the afternoon of the 31st, when the party left, in charge of Mr. C. D. Owens, General Agent of the Atlantic and Gulf Line, and his associate officers, for Jacksonville and the St. John's river; but enough was seen to convince us that Savannah had taken a fair start on the high road to prosperity, and that its public-spirited citizens are fully alive to the necessity of good government and substantial permanent improvements. Several general ticket agents of western and north-western roads were domiciled at the Screven House prior to the arrival of the Atlantic Coast Line excursionists; but the Louisville party, comprising the representatives of the through line from Louisville to Savannah, via Chattanooga, Atlanta and Macon, did not arrive until noon of Wednesday, March 29th, when the convention met at St. Andrew's Hall, and proceeded to

business,—the results and details of which are herewith given as furnished by the secretary, Mr. Samuel Powell:—

GENERAL TICKET AGENTS' ASSOCIATION.

ANNUAL CONVENTION,

Held at Savannah, Georgia, March 29th, 1871.

The meeting was called to order by the president, A. A. Barnes.

Messrs. W. L. Danley, E. R. Dorsey and Samuel Stevenson were appointed committee on credentials, who reported the following named gentlemen in attendance, and representing the corporations placed opposite their names:—

LIST OF DELEGATES.

Alabama and Chattanooga Railroad.....	WILLIAM KEAVY.
Atlanta and West Point Railroad.....	W. J. HOUSTON.
Atlantic and Gulf Railroad.....	J. B. BOND.
Atlantic, Mississippi and Ohio Railroad.....	FRANK HUGER.
Baltimore and Ohio Railroad.....	L. M. COLE.
Bay Line Steamers.....	E. FITZGERALD.
Brunswick and Albany Railroad.....	E. N. KIMBALL.
Camden and Amboy Railroad.....	J. W. GORE.
Cartersville and Van Wert Railroad.....	J. G. TANNATT.
Central Branch Union Pacific Railroad.....	W. F. DOWNS.
Charleston and Savannah Railroad.....	S. C. BOYLSTON.
Charlotte, Columbia and Augusta Railroad.....	E. R. DORSEY.
Chesapeake and Ohio Railroad.....	J. F. NETHERLAND.
Chicago, Burlington and Quincy Railroad.....	SAMUEL POWELL.
Chicago and North-western Railroad.....	H. P. STANWOOD.
Chicago, Rock Island and Pacific Railroad.....	E. ST. JOHN.
Cincinnati, Hamilton and Dayton Railroad.....	SAMUEL STEVENSON.
Cincinnati and Indianapolis Junction Railroad.....	G. M. HUNTINGDON.
Cleveland, Columbus, Cincinnati and Indiana R. R.....	E. A. FORD.
East Tennessee, Virginia and Georgia Railroad.....	JAMES R. OGDEN.
Erie Railroad.....	B. MCCANN.
Flint and Pere Marquette Railroad.....	D. B. TRACY.

Florida Railroad.....	G. E. STOCKBRIDGE.
Georgia Railroad.....	J. A. ROBERT.
Illinois Central Railroad.....	W. P. JOHNSON.
Indianapolis, Bloomington and Western Railroad.....	N. E. SCOTT.
Jacksonville, Pensacola and Mobile Railroad.....	F. B. PAPY.
Jefferson, Madison and Indianapolis Railroad.....	C. P. ATMORE.
Kansas City, St. Joseph and Council Bluff Railroad.....	A. C. DAWES.
Knoxville and Charleston Railroad.....	R. H. CAMPBELL.
Lackawanna and Bloomsburg Railroad.....	L. C. DARTE.
Lake Shore and Michigan Southern Railroad.....	J. W. CARY.
Little Rock and Fort Smith Railroad.....	LORING S. RICHARDSON.
Louisville, Cincinnati and Lexington Railroad.....	S. B. JONES.
Louisville and Nashville Railroad.....	W. H. KING.
Louisville, New Albany and Chicago Railroad.....	S. K. HOOKER.
Macon and Brunswick Railroad.....	W. E. DAVIS.
Macon and Western Railroad.....	E. A. FLUELLEN.
Marietta and Cincinnati Railroad.....	J. W. PILLSBURY.
Memphis and Charleston Railroad.....	A. A. BARNES.
Michigan Central Railroad.....	C. D. WHITCOMB.
Mississippi Central Railroad.....	D. B. MOREY.
Mobile and Ohio Railroad.....	C. L. FITCH.
Mobile and Montgomery Railroad.....	JOHN S. POLLARD.
Montgomery and West Point Railroad.....	S. D. HUBBARD.
Nashville and Chattanooga Railroad.....	W. L. DANLEY.
New Jersey Railway and Transportation Company.....	F. W. RANKIN.
New Orleans, Jackson and Great Northern Railroad.....	S. E. CAREY.
New Orleans, Mobile and Chattanooga Railroad.....	G. G. SANBORN.
North-eastern Railroad.....	P. L. CLEAPOR.
North Louisiana and Texas Railroad.....	D. P. DU SHANE.
North Missouri Railroad.....	JAMES CHARLTON.
North Pennsylvania Railroad.....	ELLIS CLARK.
Orange, Alexandria and Manassas Railroad.....	J. M. BROADUS.
Pacific (Missouri) Railroad.....	W. B. HALE.
Pennsylvania Railroad.....	H. W. GWINNER.
Petersburg and Weldon Railroad.....	R. B. DUNN.
Philadelphia and Reading Railroad.....	CLINTON G. HANCOCK.
Philadelphia, Wilmington and Baltimore Railroad.....	GEO. A. DADMUN.
Pittsburg, Fort Wayne and Chicago Railroad.....	} F. R. MYERS.
Pennsylvania Railroad Company, lessee.....	
Pittsburg, Cincinnati and St. Louis Railway.....	W. L. O'BRIEN.
Providence and New York S. S. Company.....	E. PHILLIPS.
Raleigh and Gaston Railroad.....	THOMAS BADGER.
Richmond, Danville and Piedmont Railroad.....	J. R. MACMURDO.

Richmond, Fredericksburg and Potomac Railroad... J. B. GENTRY.
 Rome Railroad..... J. B. YATES.
 Rome, Watertown and Ogdensburg Railroad..... H. T. FRARY.
 St. Louis, Vandalia and Terre Haute Railroad, } F. CHANDLER.
 Terre Haute and Indianapolis Railroad, lessee... }
 St. Louis and New Orleans Packet Company..... E. B. BYINGTON.
 Seaboard and Roanoke Railroad..... JAMES W. BROWN.
 Selma, Rome and Dalton Railroad..... J. B. PECK.
 South Carolina Railroad..... S. B. PICKENS.
 Springfield and Illinois South-eastern Railroad..... JOHN FOGGITT.
 Toledo, Wabash and Western Railroad..... J. U. PARSONS.
 Union Pacific Railroad..... T. L. KIMBALL.
 Western and Atlantic Railroad..... B. W. WRENN.
 Western Union Railroad..... FRED. WILD.
 West Jersey, Cape May and Millville Railroad..... JOS. W. ALLEN.
 Wilmington, Columbia and Augusta Railroad..... A. POPE.

ELECTION OF OFFICERS.

The first business in order being the election of president and vice-president for the ensuing year, on balloting, Mr. Geo. A. Dadmun was elected president, and Mr. E. R. Dorsey vice-president.

MEMBER OF EXECUTIVE COMMITTEE.

Mr. W. P. Johnson was elected member of executive committee, in place of Mr. C. E. Follett, whose term of office expires with this meeting.

PLACE OF NEXT MEETING.

The roll being called, and Philadelphia having received all the votes, it was declared that the next semi-annual meeting shall be held at Philadelphia September 27th, 1871.

PASSENGER RATES.

The consideration of passenger rates was next taken up, and the revision of the schedule commenced, and was continued during the sessions of the 29th, 30th and 31st.

On motion, the following resolution was adopted:—

“That the thanks of the members of this association are hereby tendered to Col. T. S. Nickerson, proprietor of the Screven House, for his eminently successful efforts to contribute to the pleasure of their sojourn in the city, and especially for the brilliant reception given the ladies of our party at the ‘hop’ on the evening of the 30th inst.”

On motion, the schedule of rates, as revised, was adopted, to take effect May 1st, 1871.

SAMUEL POWELL, *Secretary.*

GEO. A. DADMUN, *President.*

F. R. MYERS,

L. M. COLE,

W. P. JOHNSON,

Executive Committee.

The original programme, as laid out by Mr. C. D. Owens, involved leaving Savannah on the evening of the 30th, and taking an extended trip up the St. John's river to St. Augustine, Palatka, and other places of interest; but the continuance of rainy weather and the protracted business of the convention prevented the realization of this programme, and it was deemed advisable to postpone the Florida trip until the evening of the 31st, when brighter skies and more settled weather would in all probability throw additional charms over the land of flowers—the Mecca for invalids and pleasure-seekers. The votaries of Terpsichore were doubtless biased in favor of this change in programme by the complimentary “hop” tendered to the General Ticket Agents' Association by Mr. T. S. Nickerson, proprietor of the Screven House; while others willingly postponed their departure from Savannah for one day, with the vague hope of securing thereby a visit to Bonaventure and other places of interest in the vicinity of Savannah. Prior to the adjournment of the general ticket agents' meeting on the 31st, the Atlantic Coast Line excursionists held an informal meeting in St. Andrew's Hall, and, having selected Henry W. Gwinner as president, and Hon. Erastus Brooks secretary, of said meeting, passed the following preamble and resolutions:—

WHEREAS, We, the undersigned, delegates and invited guests to the semi-annual meeting of General Ticket Agents' Association, held at Savannah, Ga., March 29th, 1871, have experienced unexpected pleasure, and have been the recipients of unexampled courtesies in our trip over the *Great Atlantic Coast Line* and connections;

AND WHEREAS, It is eminently just and proper that we should place on record our high appreciation of the care and due provision made for our comfort and happiness along the entire route from Baltimore to Savannah: now, therefore, be it unanimously

Resolved, That we tender unto the officers of the Baltimore Steam Packet Company, and the various railroad lines between Portsmouth and Savannah, our sincere thanks and heartfelt acknowledgments for the liberal and open-handed welcome with which, as the representatives of a leading transportation line in the South, they have greeted their railroad confreres of the North and West, as well as those friends who had been invited to accompany them on this memorable excursion; and herein we would specially record our obligations to Major W. J. Walker, General Agent of the Atlantic Coast Line, who has accompanied us through the entire trip, and who has been unwearied in his exertions to anticipate every want, and to surround our journey with pleasant reminiscences; to Messrs. Emmet Brown, Captain Whittle and E. Fitzgerald, officers of the Bay Line of Steamers, who, by their polite attention and ceaseless care for our mental and corporeal comfort, rendered the voyage from Baltimore to Portsmouth a perfect ovation; to Mr. James W. Brown, Cashier, &c. of the Seaboard and Roanoke Railroad, who extended to our party the courtesies of his road from Portsmouth to Weldon, and from whom we received *a true old Virginia welcome*; to Mr. A. Pope, General Ticket Agent of the Wilmington and Weldon, and Wilmington, Columbia and Augusta Railroads, for the elegant train of cars which was placed at our disposal, and for the entertainments furnished at Goldsboro and Flemington; to Messrs. P. L. Cleapor, S. B. Pickens and S. C. Boylston, general ticket agents, respectively, of the North-eastern, South Carolina, and Savannah and Charleston Railroads,—who organized a steamer excursion in the harbor of Charleston, and who enabled us to carry away graphic reminiscences of the location and appearance of places like Forts Sumter and Moultrie, which are indissolubly associated with the history of our common country; and, lastly, to Messrs. C. S. Gadsden and S. C. Boylston, superintendent and general ticket agent of the line between Charleston and Savannah, who, by careful attention to our wants, and by enabling us to see all the various points of historical interest along their road, made the journey between these two prominent commercial cities of the South pleasant and agreeable.

Resolved, That we congratulate the general officers of the various roads over which we traveled, upon the superior condition of their track, superstructure and general equipment; and that we recognize with pride the success which

has attended their efforts, in the face of many difficulties, to gain for the *Great Atlantic Coast Line* that rank as a southern trunk line to which, from its geographical position and short-line advantages, it is fully entitled.

Resolved, That we regard these pleasant and instructive reunions as a means for cementing more firmly than ever heretofore those friendly relations which should exist among all from all sections of the country who are fellow-laborers in the cause of progress and in the material development and prosperity of our common country, and that we pledge ourselves, socially and officially, to use all our influence to perpetuate these friendly relations thus auspiciously inaugurated, and to facilitate every project which has a tendency to remove commercial restrictions and to advance the interests of intelligence, wealth, civilization and railroad progress.

Resolved, That copies of this preamble and resolutions be furnished to the press of New York, Philadelphia, Baltimore, Wilmington, Charleston and Savannah; and that the secretary be hereby authorized to forward to the officers of the roads herein mentioned certified copies of the proceedings of this meeting.

(Signed) H. W. GWINNER,
President.

ERASTUS BROOKS,
Secretary.

The reception given to the members of the association by the Hon. John Screven, mayor of the city, and president of the Atlantic and Gulf Railroad, was a success in every particular. Few, if any, will forget the mayor's cordial welcome, conveyed in language *alike chaste and expressive*; the remarks of Erastus Brooks, *replete with scholastic erudition and forensic eloquence*; the terse yet *catholic* sentiments of Henry W. Gwinner; the *well-rounded periods* of A. A. Barnes; and last, if not least, the *inimitable histrionic* efforts of C. D. Owens. Relative to the last-named gentleman, the prime mover in and originator of this Savannah convention and Florida excursion, it may be truly said that no one could have possibly achieved greater success in riveting the interest and sympathies of his audience. Anon indulging

in the highest flights of poetry and sentiment, quoting promiscuously from Tom Moore, Shelley, or Byron, he carried his hearers captive, and charmed them with his eloquent rhapsodies. Anon a disciple of Comus, and with a truly *Milesian* brogue, he made parodies upon tragic scenes, and convulsed the party with almost hysteric laughter. From the remarks made by Messrs. Screven and Owens, it was evident that the citizens of Savannah would have tendered to their railroad visitors many more civic hospitalities, had it not been known that the Florida trip was a foregone conclusion, and that the exigencies of their official duties precluded the idea of a long stay at Savannah on the part of the general ticket agents. A public banquet and ball, in honor of their northern guests, had been contemplated by the mayor and the city authorities, but it is needless to say that the will was appreciated as highly as the deed; and Savannah can boast of an untarnished reputation for generous hospitality and polite attention to the wants of visitors. The police force at Savannah, under the able superintendence of General Anderson, (whilom a Confederate general of note,) has attained a very high standard of excellence,—in fact, it cannot be surpassed, if equaled, by the establishment in other cities of the Union; and all the excursionists were struck with the military carriage, the stalwart frames, the neat uniform, and correct bearing of these custodians of the peace. Had the weather been propitious, General Anderson would have treated the party to a dress-parade of the whole force; and there is no doubt that all the evolutions would have been performed with the greatest precision and exactitude.

The special train for the Florida excursionists was arranged to leave at 7.00 P. M., on the evening of March 31st, from the depot of the Atlantic and Gulf Railroad, and consisted of three elegant sleeping cars,—*City of Galveston*, *City of Memphis*, and *State of Georgia*,—two reclining-chair cars, a smoking car, baggage car and paymaster's car (the latter being used as the headquarters of the commissariat department). As the party numbered nearly two hundred, it was impossible to provide sleeping accommodation for all; but due provision was made by Messrs. Owens, Barnes and King for the ladies, benedicts, young children and older gentlemen of the party; while the younger members, after doing ample justice to the corporeal and mental entertainment provided for them by Messrs. Owens, Bond and Hardee, executive officers of the Atlantic and Gulf Railroad, composed themselves to rest in the commodious reclining-chair cars, dreaming happily of the land of flowers and the historic beauties of the St. John's river. Early on the morning of April 1st, coffee and other generous stimulants were provided for the guests; and, after a pleasant two hours' ride from Baldwin to Jacksonville, the excursionists were ready to partake of breakfast at the various hotels to which they had been assigned. Our lot, together with that of many others, was cast at the Metropolitan Hotel, kept by Messrs. Bettelini, Togni & Ellis; and, without disparaging the other hotels, of which various members of the party spoke in the highest praise, we can confidently recommend the former as being more modern in construction, and more perfect in its internal arrangements, than the others;

and visitors to that section of the country would do well to patronize it, and can be assured of a good table and polite attention. About 10 o'clock, A. M., the bell of the elegant new passenger steamer *Florence* gave notice that the time had arrived for starting up the St. John's river; and, although April had inaugurated its natal day with a capricious and fitful mood, and only occasional gleams of sunshine burst forth athwart the stormy sky, still all was mirth and hilarity in the saloons of the steamer; and, at an impromptu meeting, organized under the auspices of Mr. John Clark, general agent of the line, happy and appropriate speeches were made by Judge A. A. Knight, Honorable Erastus Brooks, A. A. Barnes, General Ticket Agent Memphis and Charleston Railroad, and Mr. Columbus Drew. Amid the flow of genial mirth, interspersed with racy anecdotes and humorous experiences, time sped rapidly along, until, after a pleasant and ever-memorable voyage of thirty miles, our staunch steamer ran up along the wharf at Green Cove Springs, and the whole party disembarked for the purpose of visiting the noted sulphur spring, of inspecting the beauties of this rustic retreat, and partaking of the ample dinner prepared with the highest gastronomic art by Mr. Reamington, the affable and accomplished landlord of the large boarding-house located at this place. Before dinner, many, if not all, the gentlemen of the party paid their *devoirs* to mine host in his *sanctum sanctorum*, and tested the various *mineral* waters for which the Green Cove Springs House is proverbially noted; others, accompanied by the ladies, visited the sulphur spring, and watched it as it burst forth in un-

ceasing volume from its rocky cavern; while others played croquet, or amused themselves in gathering mementos of their trip, in the shape of large palmetto leaves, rare tropical plants, or large bunches of the moss which is indigenous to this locality, and hangs in graceful festoons from the forest trees. No person should visit Florida without patronizing, even for a few days, the boarding-house situated at these springs; and so soon as the facilities for travel are increased, and faster time made between New York, or other prominent cities of the Union, and Jacksonville, there is little doubt that Green Cove Springs will be reckoned amongst the most fashionable winter resorts of this age and country. As a host, Mr. Reamington stands unrivaled; and the most epicurean of our party pronounced the entertainment, from its *recherche* character, fully equal to any which could be produced in New York or Philadelphia, at a similar short notice. But we must leave this enchanting place, strewn with the bright gems of nature, and turn our faces homeward, mourning that even these pleasures of earth must have an end—that we cannot linger forever in this bright oasis in the desert of life. As the *Florence* casts loose from the wharf we bid adieu to our generous entertainer; three cheers and a *tiger* are wafted to him on the April breeze as our parting benison; and we address ourselves to the happy task of drafting resolutions expressive of the pleasure which all had experienced in this short and instructive trip to the St. John's river. Upon organizing a meeting for this purpose, Mr. A. A. Barnes was appointed chairman, with Mr. G. M. Huntington as secretary;

and, after a short discussion, the following was passed unanimously:—

“Resolved, That the unqualified thanks of the members of the General Ticket Agents’ Association, and their invited friends, be tendered to the officers of the roads and boat which have in the last twenty-four hours given to us one of the pleasantest excursions and the most sumptuous entertainment ever provided in this section of the country. Prominent among these officers are Col. H. S. Haines, General Superintendent of the Atlantic and Gulf Railroad; C. D. Owens, General Agent; J. D. Bond, General Ticket Agent, and W. P. Hardee, Auditor, of the same road; F. B. Papy, General Ticket Agent Jacksonville, Pensacola and Mobile Railroad; Captain Jacob Brock, proprietor and manager of the St. John’s Line of Steamers; and Mr. John Clark, agent of the same line.

*“‘ Their memory, like the foliage of this beautiful land of flowers,
Will always be green in our hearts.’ ”*

Upon the arrival of the steamer at Jacksonville, the excursionists wandered through the city, conversing with the residents, purchasing alligator’s teeth, orange-stick canes, sea-beans, and other curiosities; and finally, after enjoying a hearty supper at the various hotels, embarked on the homeward-bound train for Savannah, on which the accommodations for all the guests were, if anything, more complete than on the previous night. Day dawned upon us a short distance from Jesup Junction, where connection is made with trains on the Macon and Brunswick Railroad, and where the party divided,—some selecting the route homeward via Macon, Atlanta and Louisville, others, via Macon, Atlanta and Knoxville, and a third party, under the guidance of Major Walker, returning via Savannah, Charleston and Weldon. At this point of divergence our narrative should terminate; and although we might appropriately record several graphic incidents which occurred

on the return trip via Charleston,—such as the raptures of Mr. Smith, New England Agent of the Great Southern Mail Route, over his baby alligator, or the spontaneous meeting at the Charleston Hotel, in honor of Major W. J. Walker,—still we feel that our labor of love is ended; that enough has been written, albeit imperfectly, to commemorate our excursion, unequaled for its varied and pleasurable incidents, and which opened up to most of the excursionists new views relative to the present condition and future prospects of the South. Much more might have been written; and criticisms might have been made upon the social and political condition of the country which we traversed,—a country naturally rich in all the material resources which render a nation powerful and wealthy,—but into the domain of abstruse political questions we naturally shrink from entering, and believe that they have been ably handled by Hon. Erastus Brooks, (the shining light of our party,) in special articles written for the *New York Express*. To these we would refer our readers, with the firm belief that, although some of them may differ from his political creed, still none will fail to honor his uniform consistency, and respect the mental culture and refinement for which he is so pre-eminently distinguished. In conclusion, the writer would express the hope,—and he trusts not an unfounded one,—that the readers of these pages would not be hypercritical, and that they would make due allowance for any errors which may have crept in through a failure of memory, or unavoidable absence from some scenes of pleasure in which they themselves were participants. The excursion could not have been more perfect in

detail, or as a whole ; and while all would rejoice to repeat the trip, under similar auspices, at an early day, still, if they are unable to carry out that idea individually, they can induce others, by narration of their personal experiences, to visit a country whose beauty and resources are comparatively unknown to residents in this northern clime, and to patronize the route from whose officers they received such unexampled courtesies, viz.,

THE ATLANTIC COAST LINE.

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